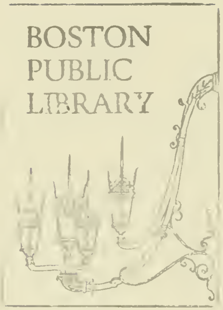

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Subject: ENVIRONMENTAL REVIEW

Project Name: 175 FEDERAL STREET

Project Location: PARCEL C-7, SOUTH STATION URBAN RENEWAL AREA

City/State: BOSTON, MASSACHUSETTS

Description of Project:

The project, identified as 175 Federal Street, consists of the redevelopment of an urban renewal parcel and the construction of a [illegible]-story office building containing approximately 200,000 gross square feet with a mini park/pedestrian mall to be built in downtown Boston, Massachusetts, by a private developer. The parcel has an area of approximately 22,000 square feet and is bounded by public streets (Federal, High, Summer, and Purchase Streets). The building will provide a quality working environment for approximately 930 employees. Due to the location of the site in the financial district of Boston, it is anticipated that the tenants of the building will be financial institutions. The existing and surrounding land use is a mix of commercial, retail and office buildings. No parking is being provided by the project in order to conform to the Urban Renewal Plan. The building is especially well served by public transportation. Primary access will be by public transportation.

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The project will be developed in accordance with the Central Business District Urban Renewal Plan, adopted May, 1968, of the Boston Redevelopment Authority. The site is known as Parcel C-7. Federal funds from the U.S. Department of Housing and Urban Development were used in part to make Parcel C-7 available for redevelopment under Title I of the Housing Act of 1949, as amended.

The owner and developer of the project is 175 Federal Street Associates, a Massachusetts Partnership whose principal offices are located at Center Plaza, Boston, Massachusetts. The location of the project is shown on Exhibits 1, 2, 3, and 4. The proposed building and land use is shown on Exhibits 5 and 6. Existing and neighboring land use is shown on Exhibits 7, 8, 9, and 10. The existing and proposed parcel and streets are shown in Exhibit 11. The proposed building site plan is shown in Exhibit 12. The relationship of the site to the public transportation system is shown in Exhibits 13 and 14, and to the highway system and traffic in Exhibits 15 and 16. The net changes resulting from the proposed building are summarized in Table I.

F. Description of Existing Environment of the Site and Area

1. Physical Environment

a. Land and Climate

The site is a small (1/2 acre) city block and street area in downtown Boston. The topography is flat. There are no known unusual subsurface, soil, or special site conditions which have affected existing or nearby buildings, or would affect its use as a building site. There are no unusual climatic conditions.

b. Vegetation, Wildlife, and National Areas

There are no vegetation, wildlife, or unique natural features on or near the site.

NET CHANGE ESTIMATES

	Prior Use	Proposed Project	Net Chang
Spatial			
Building Space (gross sq. ft.)	45,000	200,000	155,0
Office Space (net sq. ft.)	25,000	155,000	130,0
Retail Space (net sq. ft.)	10,000	6,000	(4,0
Parcel Size (sq. ft.)	11,535	22,000	9,4
Density (FAR)	4	10	250
People			
Employees (total)	150	930	780
Clerical/Service Employees	100	550	450
Managerial/Supervisory Employees	50	380	330
Visitors/Customers per day	500	1,500	1,000
Transportation			
Public Trans. (trips per day)	140	1,720	1,580
Private Auto (trips per day)	260	540	280
Trucks Deliveries (trips per day)	20	10	(10)
Parking Spaces used	130	270	140
Economic			
Annual Payroll of Employees ($ million)	$1.5	$14.5	$13.0
Annual Business Generated ($ million)	$3.0	$29.0	$26.0
Annual Taxes Generated ($ million)	$0.2	$ 4.0	$ 3.8
Utilities			
Electrical Energy			
Average load-thousand KWH/month	90	370	280
Peak load-peak hour KW	400	1800	1400
Water Consumption			
Average load-thousand gallons/month	150	488	338
Peak load-gallons/minute	60	200	140
Sanitary Waste			
Average load-thousand gallons/day	6	18	12
Peak load-peak hour cfs	.10	.33	.23
Steam (million lbs/year)	--	17	17
Solid Wastes (tons/day)	0.8	1.5	0.7
Storm Runoff (%)	100	100	0

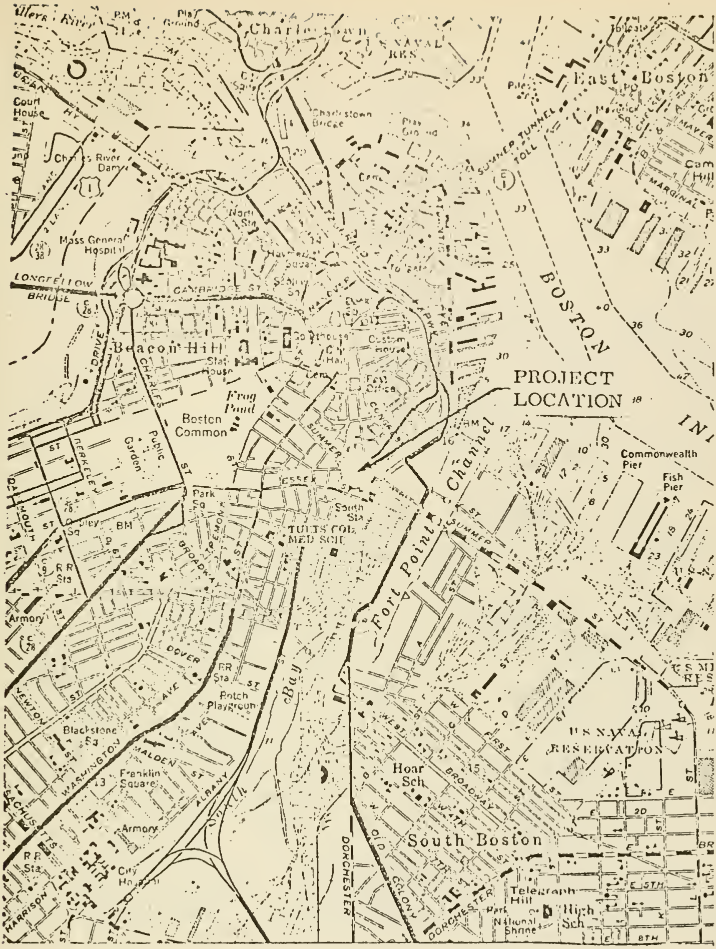

EXHIBIT 1
General Location Map
Source: USGS

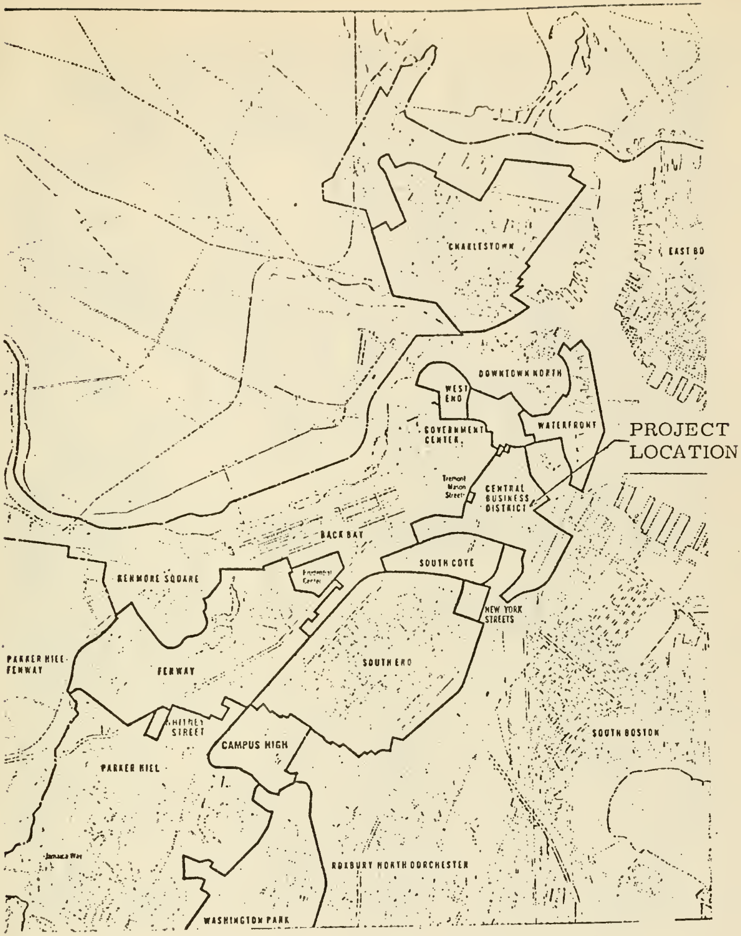

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EXHIBIT 2
Urban Renewal Plan Areas
Source: BRA

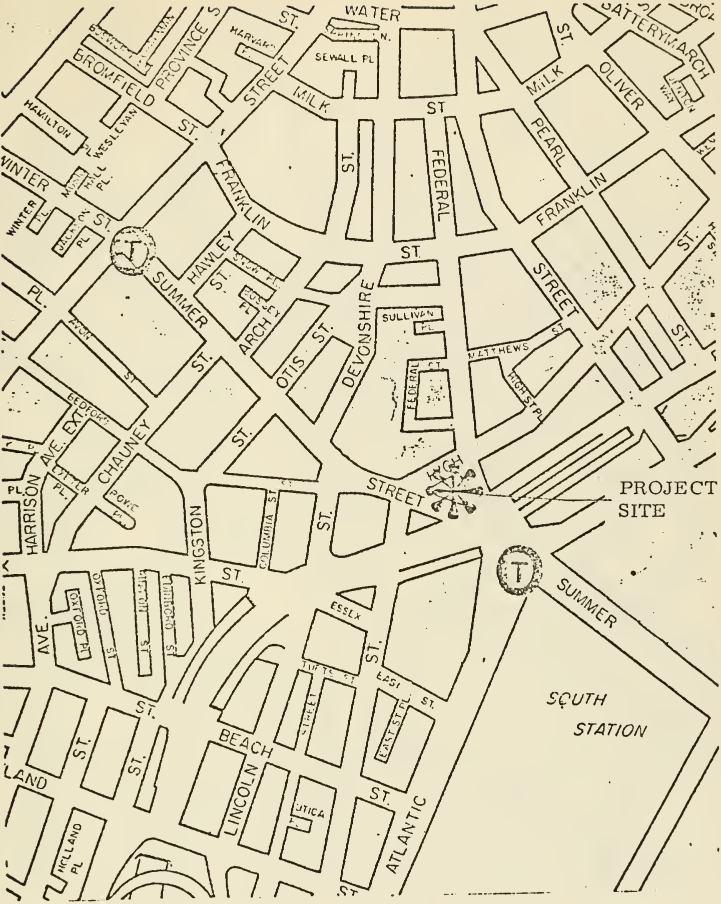
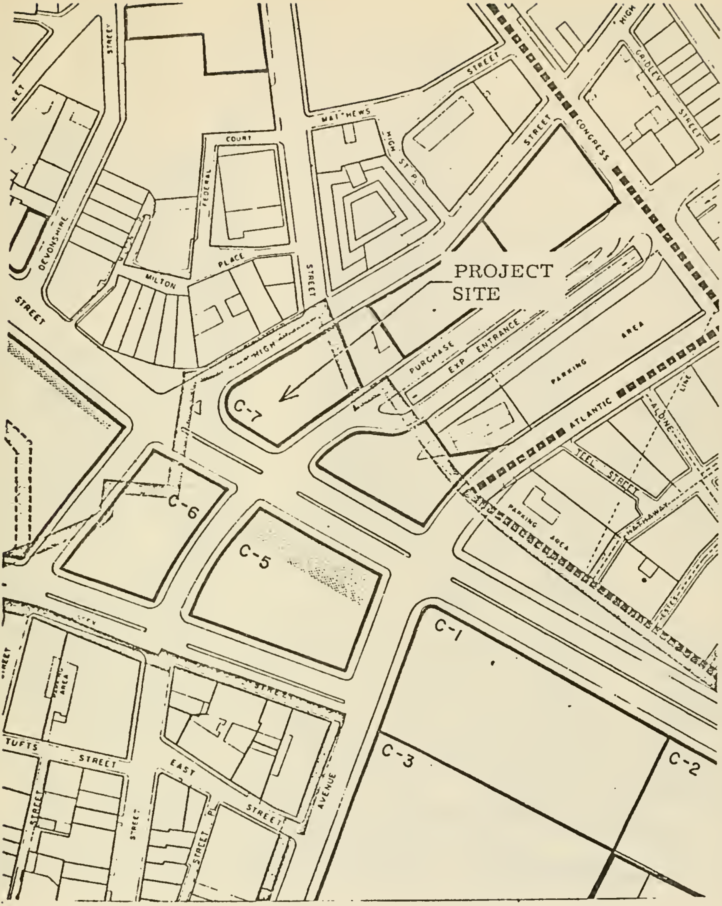


EXHIBIT 3
Area Location Map
Source: BRA



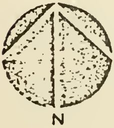


EXHIBIT 4
Parcel C-7 Location Map
Source: BRA

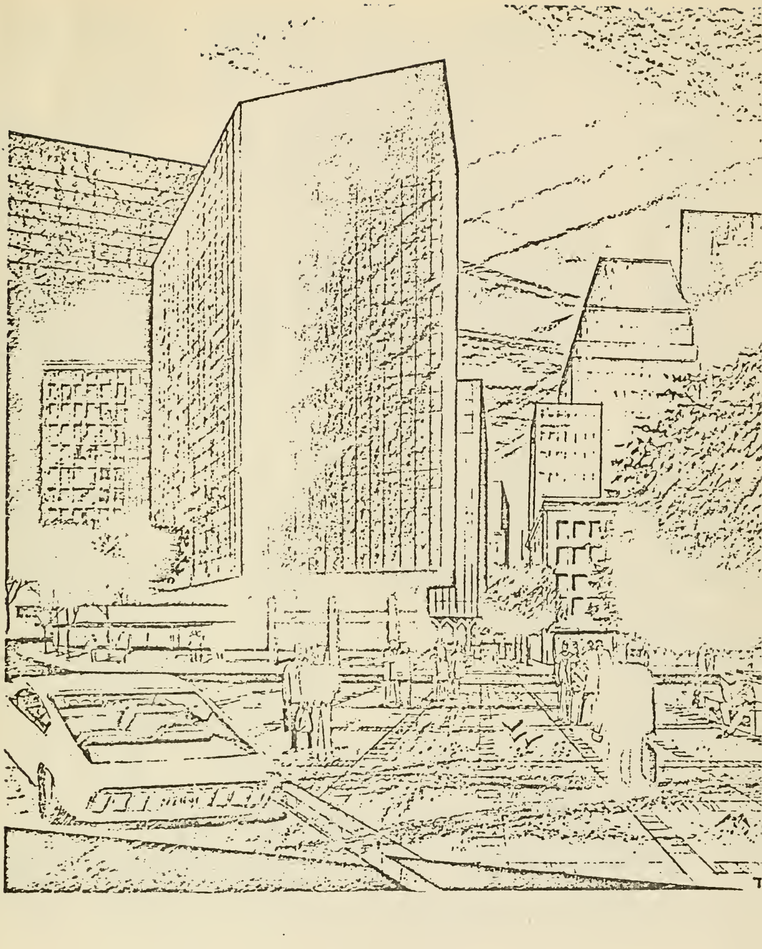


EXHIBIT 5
Proposed Building and Land Use
(Looking North toward Federal Street)
Source: Project Architect

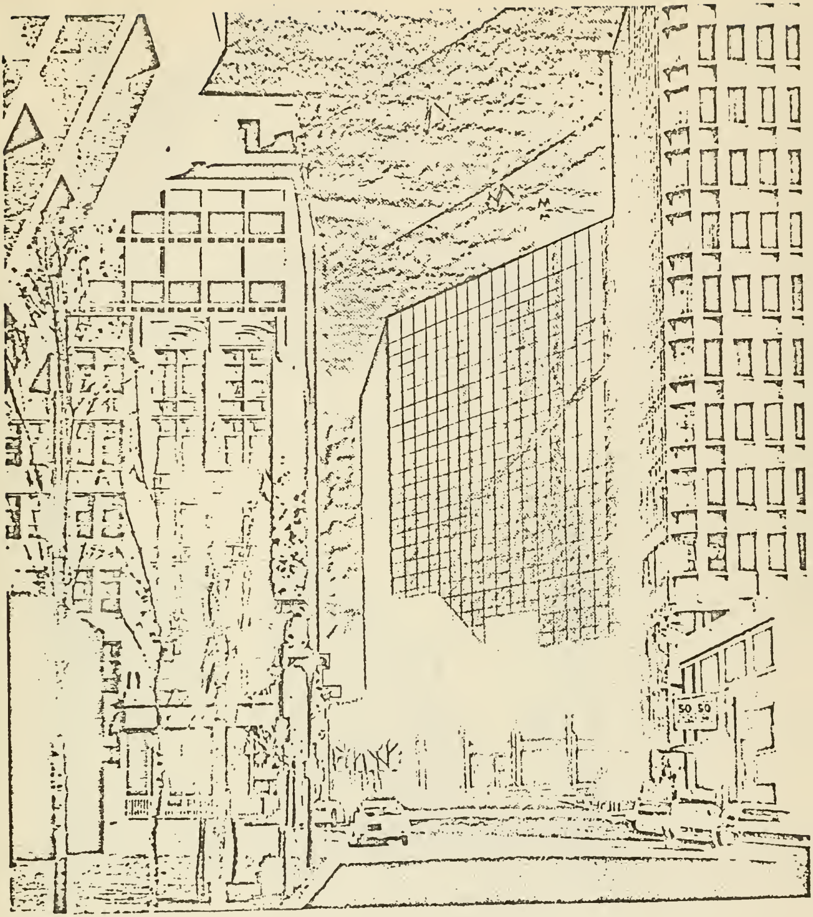
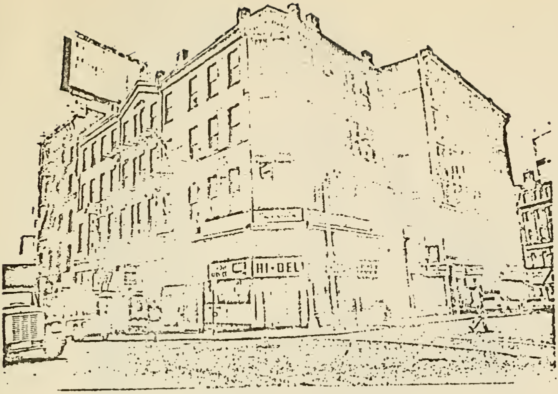
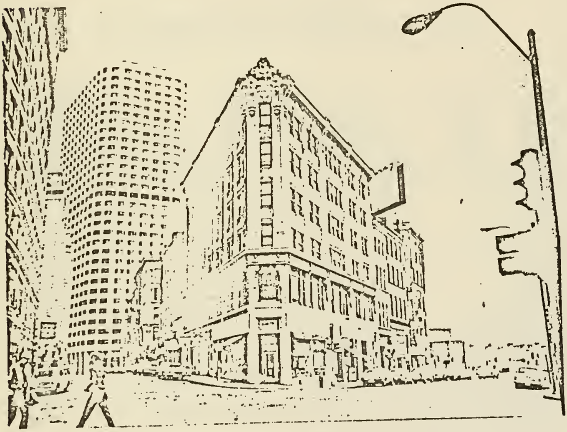


EXHIBIT 6
Proposed Building and Land Use
(Looking South along Federal Street)
Source: Project Architect

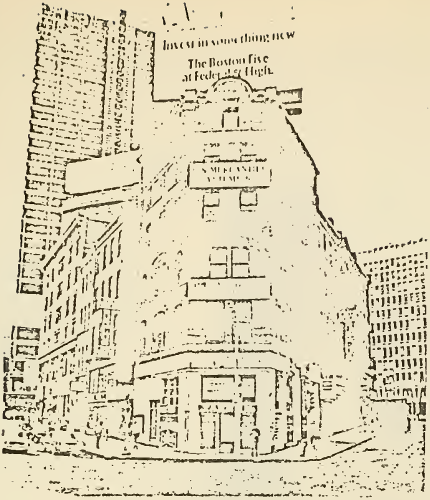


A) SOUTH FROM FEDERAL STREET

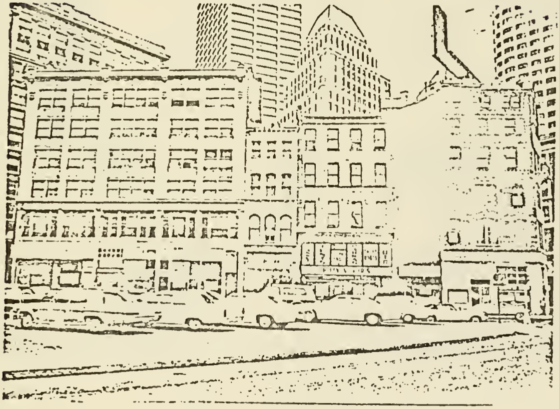


B) EAST FROM SUMMER STREET

EXHIBIT 7
Existing Land Use
Source: Photograph by Thomas Consilvio



C) NORTH ALONG FEDERAL STREET



D) NORTHEAST FROM EXPRESSWAY

EXHIBIT 8
Existing Land Use
Source: Photograph by Thomas Consilvio

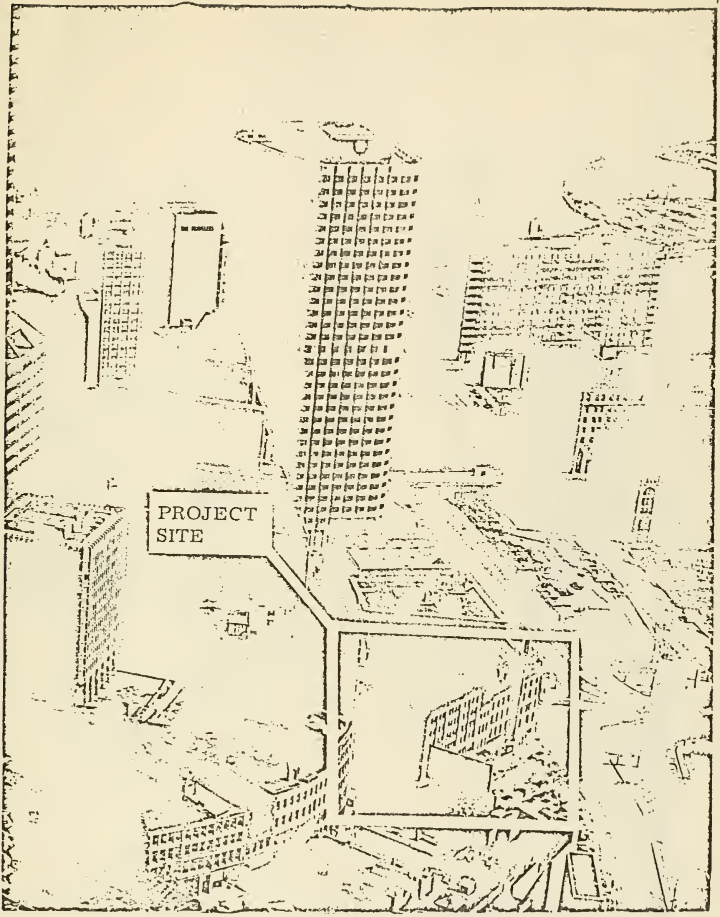


EXHIBIT 9
Neighboring and Existing Land Use
(Looking East)
Source: Aeral Photos of New England, Inc.

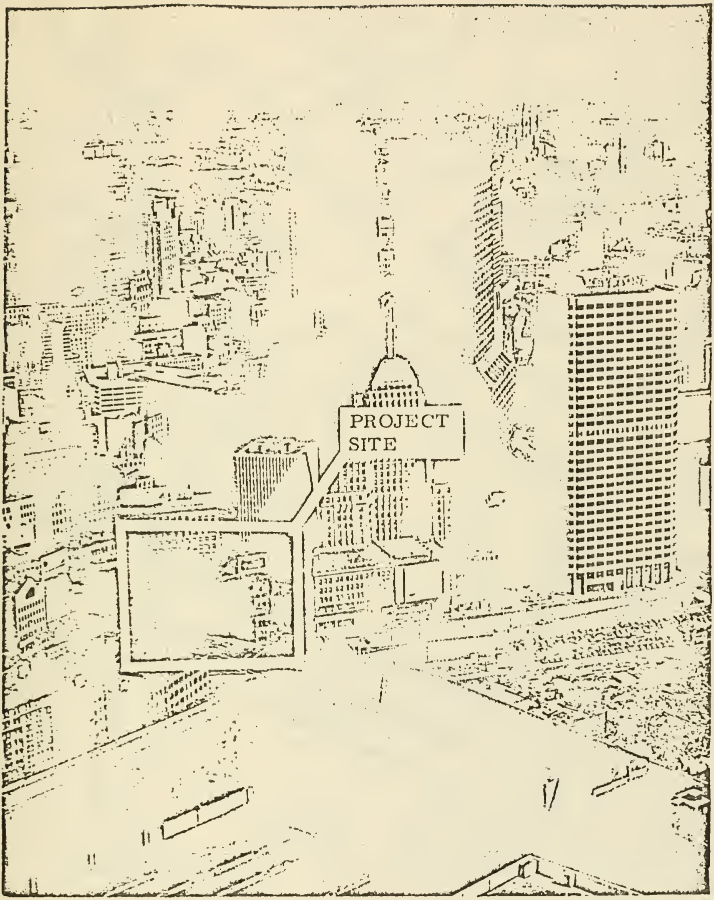


EXHIBIT 10
Neighboring and Existing Land Use
(Looking North)
Source: Aeral Photos of New England, Inc.

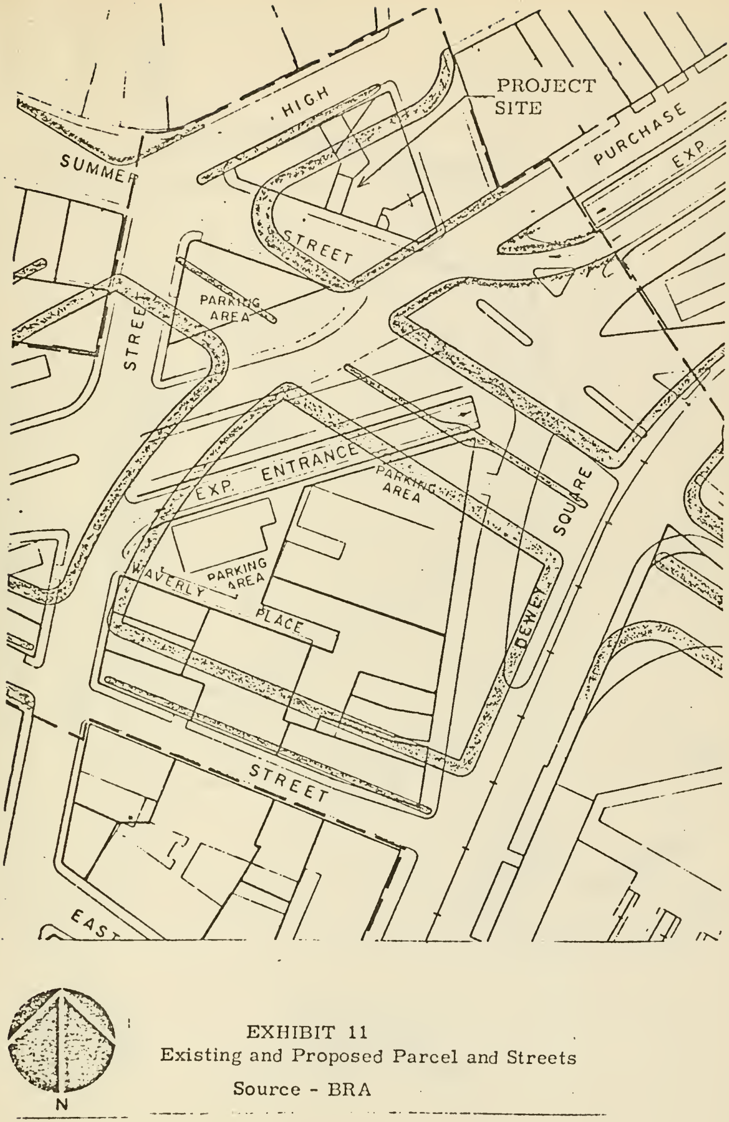


EXHIBIT 11
Existing and Proposed Parcel and Streets

Source - BRA

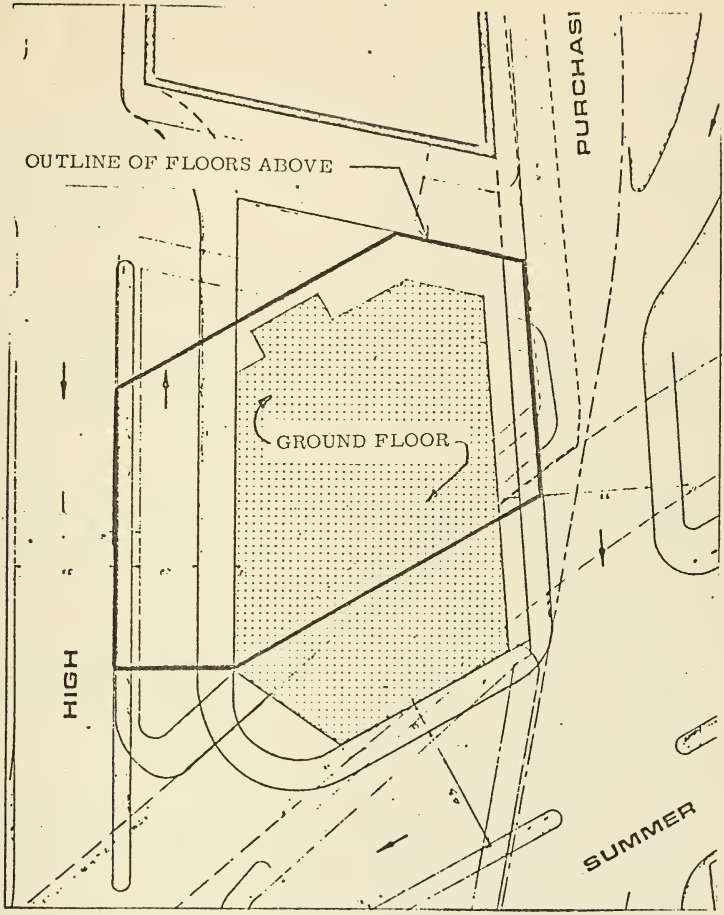


EXHIBIT 12
Building Outline
Source: Project Architect

NET CHANGE ESTIMATES

	Prior Use	Proposed Project	Net Chan
Spatial			
Building Space (gross sq. ft.)	45,000	200,000	155,0
Office Space (net sq. ft.)	25,000	155,000	130,0
Retail Space (net sq. ft.)	10,000	6,000	(4,0
Parcel Size (sq. ft.)	11,535	22,000	9,4
Density (FAR)	4	10	250
People			
Employees (total)	150	930	780
Clerical/Service Employees	100	550	450
Managerial/Supervisory Employees	50	380	330
Visitors/Customers per day	500	1,500	1,000
Transportation			
Public Trans. (trips per day)	140	1,720	1,580
Private Auto (trips per day)	260	540	280
Trucks Deliveries (trips per day)	20	10	(10)
Parking Spaces used	130	270	140
Economic			
Annual Payroll of Employees ($ million)	$1.5	$14.5	$13.0
Annual Business Generated ($ million)	$3.0	$29.0	$26.0
Annual Taxes Generated ($ million)	$0.2	$ 4.0	$ 3.8
Utilities			
Electrical Energy			
Average load-thousand KWH/month	90	370	280
Peak load-peak hour KW	400	1800	1400
Water Consumption			
Average load-thousand gallons/month	150	488	338
Peak load-gallons/minute	60	200	140
Sanitary Waste			
Average load-thousand gallons/day	6	18	12
Peak load-peak hour cfs	.10	.33	.23
Steam (million lbs/year)	--	17	17
Solid Wastes (tons/day)	0.8	1.5	0.7
Storm Runoff (%)	100	100	0

c. Surrounding Land Use

The site is occupied by a block of 6 buildings, of 1 to 6 stories, containing a total of approximately 45,000 square feet. The buildings are classified as deteriorated, substandard and dilapidated; the block as blighted. The property was acquired by the Boston Redevelopment Authority on February 2, 1973, for urban renewal. The site will be cleared by the Boston Redevelopment Authority during the period September to October, 1973. The tenants of the buildings have been relocated or are being relocated by the Boston Redevelopment Authority. The existing land use is illustrated in Exhibits 7 and 8.

The surrounding land use is a mix of commercial, retail, office, parking, transportation, and public facilities typical of the downtown core area. The south side of the site fronts on a large open space resulting from the depressed section of the expressway. The neighboring buildings are a mix of old and new, with a trend towards new as a result of urban renewal and downtown redevelopment activities. The surrounding land use is illustrated in Exhibits 9 and 10.

d. Infrastructure

Extensive collection and distribution lines, as well as large mains, providing all types of utility service, are located in the streets abutting the site. These include City of Boston water, sanitary sewage, storm and drainage systems; and Boston Edison Company electrical service and steam. Utility service to the site is part of the network and system serving the downtown core area of Boston, and has adequate capacity to meet existing demand.

The site abutts existing streets and the area is served by an extensive street network. The site is adjacent to the Fitzgerald Expressway, the principal highway serving the downtown core. The site is within 300 feet of a principal mass transit terminal (South Station), the terminal point of seven bus lines, and a commuter railroad station.

e. Air Pollution Levels

The site is located in Zone 4 in the Boston Core Area of the Boston Air Quality Study of the U.S.' Environmental Protection Agency. The site is subject to the air pollution levels of Zone 4 and is subject to the controls which have and may be placed on the corea area.

f. Noise Levels

Noise levels at the site are those associated with downtown street traffic. Traffic on adjacent streets, while very close by, is relatively low in volume due to low capacity, and slow in speed due to frequent intersections and low efficiency. The expressway adjacent to the site is depressed and covered. Nearby Dewey Square does have heavy truck movements.

g. Water Pollution Levels

The site is not in or adjacent to a public water supply basin or body of water. The water supply source for the site is the MDC Quabbin Reservoir in Western Massachusetts. Storm drainage from the site is to Boston Harbor. There are no known implications for health or recreational uses arising from the site.

2. Existing Social Environment

a. Community Facilities and Services

The site is serviced by the City of Boston. Its use places no direct demands on school, park, recreational, cultural, or health facilities. Such demands are generated by the people employed on the site and principally in the community where they reside. Police and fire services to the site are provided by the City of Boston.

b. Employment Centers and Commercial Facilities

The site is an employment center and commercial facility, and it is surrounded by the extensive employment centers and commercial facilities in downtown Boston.

c. Character of Community

The area is a mix of commercial, retail, office, transportation, and service establishments, buildings, and facilities. There are no residential buildings or homes in the area. It is a business community with a mix of employment levels and types.

3. Aesthetic Environment

There are no special or unique features, natural or man-made, on the site or nearby. There are no known historic, archaeological, or significant architectural sites or property on the site or nearby, or being considered for nomination to the National Register or Historic Places. The general aesthetic environment of the existing site is illustrated in Exhibits 7, 8, 9, and 10.

G. Affect of Environment on the Project

The environment of the area will have no adverse effect on the users of the project. The project is compatible with its environment and will enhance its environment.

H. Project Affect on the Environment

1. Physical Environment

a. Land Use

The proposed land use of the new parcel is for a new office building and a mini park/pedestrian mall as previously described, and as shown in Exhibits 5 and 6.

The project does not change the general type of land use. It replaces a number of old buildings with a new building. It does increase the density of the site (an additional 155,000 square feet of building space), and does change the building use towards more office space (an additional 130,000 square feet) and less retail/commercial space (a reduction of 4,000 square feet). The project has no adverse impacts on neighboring land use. The land use impact of the project is considered positive. The proposed land use will conform to the intended land use as reflected in the urban renewal plans of the Boston Redevelopment Authority.

b. Transportation and Traffic

1. Travel Generation and Modal Allocation

The week-day trips generated by the existing and proposed land use and their allocation by mode have been estimated as follows:

(a) Each employee will generate 2 one-way trips-the trip to work and the trip to home.

(b) 10% of the customers will originate 2 one-way trips (to and from) each. The balance are assumed to be employees of other sites within walking distance of the block, their commuting trip not being chargeable to the block.

(c) The modal split for the existing block was 35% public transportation and 65% auto, based on a Boston Redevelopment Authority survey of the prior tenants.

(d) The modal split for the proposed building is estimated to be 75% public transportation and 25% auto. The high allocation to public transportation is based on the following:

(1) The site is exceptionally well served by public transportation (mass transit, bus, and commuter train stations serving a large area being within 3 minutes of the site) as described in the section following.

(2) Constraints on the use of the private auto for commuting may be in effect by the time the building is ready for occupancy in 1976.

The resulting calculations are as follows:

Trip Generation	
Existing Block	
150 employees times 2 trips,plus 500 customers times 10% times 2 trips =	400 trips
Proposed Building	
930 employees times 2 trips,plus 1500 customers timex 10% times 2 trips =	2160 trips
Net Increase	1760 trips
Public Transportation Allocation	
Existing Block	
400 trips times 35% =	140 trips
Proposed Building	
2160 trips times 75% =	1720 trips
Net Increase	1580 trips
Private Auto Allocation (Assuming 1 person per veh.)	
Existing Block	
400 trips times 65% =	260 trips
Proposed Building	
2160 trips times 25% =	540 trips
Net Increase	280 trips

The project is located as follows with respect to public transportation stations:

(a) Subway Rail Transit

- MBTA South Station on the Red Line within 300 feet, less than a two minute walk.
- MBTA Washington Street Station on Red Line and Orange Line within 1,400 feet, approximately a seven minute walk.

(b) Bus Transit

- MBTA bus terminal serving bus routes 2, 3, 5, 6, 7 and 52, within 300 feet, less than a two minute walk.
- Commuter bus terminal serving the Greyhound communter bus lines, within 400 feet, less than a three minute walk.

(c) Commuter Railroad

South Station, served by Penn Central commuter rail service, within 300 feet, approximately a two minute walk.

The above public transportation lines, terminals, and stations are illustrated in Exhibits 13 and 14 in relationship to the project.

Due to the proximity of the project to very extensive public transportation service, future constraints on auto use, and the increasing emphasis on use of public transportation, it is estimated that as high as 75 percent of the people employed in and visiting the building will use public transportation.

It is estimated that the building may generate a net increase of 1580 transit trips per day to the site, approximately 80 percent of which will be during peak hours. Accordingly, the building may contribute to an increased load on public transportation services and may add to peak hour loads. Increased utilization of

public transportation is being encouraged and is public policy in the Boston area. The project increases density in one of the areas served by public transportation.

(d) MBTA Subway Tunnel

The MBTA Red Line Subway Tunnel is located in existing Summer Street and will be under a part of the one-story portion of the new building. The top of the subway tunnel is 30 feet below ground. The foundation construction for the building will be accomplished such that no disturbance of or danger to the subway tunnel will be encountered. Preliminary conferences have been held with the MBTA.

3. Motor Vehicle Transportation

(a) Highway and Street Access

The site is bounded by public streets, one of which, Summer Street, is a principal street. No vehicular access to the site is provided, except for off-street delivery and service truck access. The site is adjacent to the depressed portion of the Fitzerald Expressway (Central Artery), which will be the principal highway access to the site. The street and highway system providing access to the project area is shown in Exhibit 15.

(b) Traffic

Traffic volumes on adjacent streets, before and after street relocations, are shown in Exhibit 16. The volumes are not very large for the number of lanes in the area. The existing street system has low efficiency and low capacity due to the large number of closely spaced intersections,

the large number of complex turning movements, the volume of on-street truck unloadings, and related traffic conflicts. The street relocations will simplify the traffic movements, making it more orderly and efficient.

To the extent that the project contributes to an increase in traffic in the area, the project will contribute to an increase in traffic congestion. Traffic generated by the project will not have the project site as a destination but nearby parking facilities. The additional 270 one-way motor vehicle trips estimated to be generated by the project will be a very small increase in the traffic in the area and not a significant impact.

(c) Parking

No vehicular parking is being provided by the project or on the site in accordance with the Urban Renewal Plan and the BRA restrictions on the utilization of Parcel C-7. In keeping with current proposals of the City, the Commonwealth and the U.S. Environmental Protection Agency, the project will not increase parking capacity.

The project will increase the potential demand for parking in the project area to the extent that it contributes to an increase in auto trips. The potential demand is estimated to be for an additional 140 spaces (based on an estimated increase of 230 one-way auto trips). It is doubtful that any increased demand can be met by existing parking facilities in the project area and it is doubtful that parking cpacity will be increased. A higher utilization of public transportation will be the probable and desirable result.

(d) Truck Traffic

The project will reduce the number of truck trips per day from 20 to 10 (the number of deliveries from 10 to 5). The reduction in truck traffic is a positive impact on traffic which will offset in part any increase in auto traffic.

During the 24-month construction period, there will be a temporary increase in truck traffic for the delivery of construction materials. The closed portion of Federal Street and Summer Street under the temporary street relocations will be used for construction materials, delivery and for construction equipment, thereby minimizing disruption of traffic.

c. Air Quality

The building will contain a central heating, ventilation, and air conditioning (HVAC) system. It is anticipated that heating will be by steam obtained from the Boston Edison Company. Accordingly, there should be no fuel combustion emissions directly from the building. The building will utilize an additional 280,000 KWH of electricity per month for the HVAC system and other operations and activities. The generation of the electric power and steam utilized by the building will contribute to the air pollution potential of the electrical utility power and steam generation plants, which are subject to environmental quality controls. The prior uses included a number of sources of odors and emissions from on-site heating systems, which will be eliminated.

To the extent that the project contributes to an increase in vehicular traffic (additional 270 trips per day), it will contribute to an increase in potential air pollution from vehicle emissions. The effects of an increase in auto traffic is offset in part by a decrease in truck traffic.

The project is located in Zone 4 in the Boston Core Area of the Boston Air Quality Study of the U.S. Environmental Protection Agency. The study found that the VMT (Vehicle Miles Traveled) for the Zone to total 165,448. The project will add an estimated 81 VMT to Zone 4, or approximately 0.05 percent. While exceedingly small, it is an increase and any increase is considered adverse. Whatever transportation control plan is adopted by the City, State, and Federal governments for the Boston Core Area, a basic objective will be to decrease the VMT in order to improve air quality in the Boston Core Area.

While contributing to a potential small increase in traffic and hence air pollution, the following is noted:

(a) The project will increase density in an area best served by public transportation and is very compatible with a public policy of encouraging public transportation use.

(b) Since it is exceptionally well served by public transportation, future constraints on private auto use need not constrain the effective use of the building.

(c) Any increase in traffic due to the project will not occur until 1976 and later, when transportation control measures will probably be in effect and when a higher percentage of vehicles will be equipped with vehicle emission control and anti-pollution devices.

(d) The project complies with one of the proposed transportation control measures--that of not providing any additional parking capacity.

d. Water Quality

Storm runoff from the building roof and site grounds will be routed through a closed system directly into the municipal storm drainage system in abutting streets, which ultimately discharge into Boston Harbor. A connection permit will be required from the Department of Public Works, City of Boston. The rainfall collecting surfaces, primarily the building roof, will not be a source of contaminants. One hundred percent runoff, as in the case of the existing land use, is anticipated. No change in runoff and no adverse effect on water quality due to storm runoff is anticipated.

The building will discharge an estimated 18,000 gallons of sanitary waste per day into the municipal sanitary sewage system in abutting streets, which in turn is connected to the Deer Island sewerage treatment plant operated by the Metropolitan District Commission. A connection permit will be required from the Department of Public Works, City of Boston. The plant is subject to water quality controls. The building will add an estimated 12,000 gallons per day to the load on the plant, which has a capacity of one billion gallons per day and a current load of 325 million gallons per day. The waste discharge from the building will primarily be from toilets. No industrial wastes or other contaminants will be produced from any activity in the building. The building will not have a significant impact on water quality due to sanitary waste discharge.

e. Noise

Noise levels in the project area are at a high level due to traffic on adjacent streets and the high volume of truck and commercial traffic in the Dewey Square area. To the extent that the project contributes to an increase in vehicle traffic (additional 270 trips per day), in the immediate area, it will contribute to an increase in noise levels. The net increase in noise from auto traffic will be offset in part by a decrease in truck traffic.

The building activities will generate less noise than those of the prior building activities. The people working within the building, being fully enclosed and air conditioned, will not be affected by the noises surrounding the building. Noise control measures to be included in the buildings HVAC system include vibration mounts for pumps, sound insulation, and intake/exhaust louvers.

During the construction of the building, noise will be produced by the construction equipment and operations and materials delivery. Due to the high traffic noise levels in the area, except for very brief periods of special construction operations, the construction noise levels will not exceed the background noise levels in surrounding buildings. The construction operation most likely to produce the highest noise levels will be structural steel erection which will be underway for approximately 6 months.

f. Municipal Services

The project will require the following municipal services:

1. Water

Water to serve the project will be obtained from the City of Boston. The project will use an additional 338,000 gallons per month and increase the peak load by 140 gallons per minute.

2. Sanitary Wastes

The project will be connected to the City of Boston's sanitary sewage system. The project will discharge an additional 12,000 gallons per day and increase the peak load by 0.23 cfs. The MDC Deer Island sewerage treatment plant has a capacity of one billion gallons per day, a current average load of 325 million gallons per day. (See section on Water Quality Impact).

3. Storm Water

The project will be connected to the City of Boston's storm drainage system. No change in volume of runoff will be caused by the project. (See section on Water Quality Impact).

4. Solid Wastes

Solid wastes produced by the project will be collected and disposed of by a private contractor, in a sanitary land fill which has been approved by the Commonwealth. The project will generate an estimated net increase of 0.7 tons of solid waste per day. The solid waste from the building will be almost entirely paper, and will be a "cleaner" and more biodegradable waste than that of the prior use. A compactor is being provided in the building.

Fire and police protection for the project will be provided by the City of Boston. The new building will be of modern fire resistant construction, will be fully sprinkled, and will fully conform with all fire regulations. The project will result in a reduction in fire probability over that of the prior land use. No significant change in load on the Police Department is anticipated. A reduction in load is expected. The building will be under private security controls.

Due to the increased density of the land use resulting from the project, a small increase in load on water and sanitary waste municipal services will be caused by the project. There will be no change in storm water services, and a reduction in public safety services. Accordingly, the project is not considered to have a significant or adverse effect on municipal services.

g. Other Impacts

Due to the nature and location of the site and the characteristics of the project, the following negative declarations, based on ecological and other surveys are made:

(1) No fish, wildlife, or plant life of any kind, common or endangered, are located on or habitat of the site or in the vicinity of the site, or will be affected by the project.

(2) No source or unique natural resources or features of any kind are located on the site, or will be utilized in the project.

(3) No natural waters, water resources, wetlands, beaches, flood plains, or other water features are located on or adjacent to the site, or will be affected by the project.

(4) No buildings or other man-made features of known or recorded historical or archeological importance are located on the site or will be affected by the project.

(5) No park, recreational, cultural, or other public facility (other than transportation and utility related) is located on the site or in the immediate vicinity, or will be affected by the project.

2. Social Environment

The project will improve the human urban ecology at the site and in the area. A blighted block of old buildings will be replaced by a modern building with an adjacent pedestrian plaza which will provide a quality working environment for approximately 930 people. The goals and objectives of the urban renewal plan will be achieved. The neighborhood will be enhanced and the visual

experience of people will be improved. Potentially adverse impacts on the small businesses which formerly occupied the existing buildings have been avoided. Twenty-eight tenants have been successfully relocated in nearby quarters and are continuing in business. The project will increase the density and volume of human activity attributed to the site. The increased density of this particular site has been taken into account in the overall urban renewal planning and does not adversely affect the overall density and balance sought for the area and the city as a whole.

3. Aesthetic Environment

The project will have an overall positive impact on the visual experience of people in the area. The existing buildings have adverse scenic qualities. The architecture of the new building will be an aesthetic improvement for pedestrians and for most people working in neighboring buildings. See Exhibits 5 thru 8. The architecture of the new building is subject to design review by the Boston Redevelopment Authority.

The new building will increase the area in shadow at low sun angles during the winter period which will affect people at the street level and lower floors of neighboring buildings.

In accordance with HUD/BRA policies, one percent of the construction cost of the building will be spent on works of art to enhance the visual and cultural qualities of the project.

4. Economic Environment

The overall economic impact of the project will be positive. Annual payroll income will increase by an estimated $13,000,000. Annual business volume will increase by an estimated $26,000,000. Total annual taxes generated (Federal, State and Local) will increase by an estimated $3,800,000, sufficient to more than offset any increases in loads on municipal and government services.

Commercial activity will be increased. There will be a slight reduction in retail activity on the site but an increase in retail activity in the project area as the additional employees will be additional shoppers and users of service establishments.

The construction of the building will provide approximately 250,000 man-hours of employment over a 24-month period. The total amount to be spent locally for construction materials and labor associated with the project is estimated at $6,750,000.

The capital cost of the street relocations will be an expenditure of public funds and an economic cost. However, these are allocated primarily to traffic circulation improvements and improvements in cityscape aesthetics.

I. Environmental Quality Created by Project

The environmental quality created by the project has been discussed in Section H.

I. Alternatives to the Project

1. No Action

The existing parcel could be left in its present state. The result would be the City owning a block of empty and dilapidated buildings which would be a public safety hazard and blight on the urban environment. There are no apparent benefits for the no action alternative. The no action alternative would result in serious economic losses (taxes, employment, commerce, area deterioration) and significant adverse environmental impacts (human safety, visual pollution). The alternative would represent an abandonment of a portion of the urban renewal plan.

2. Defer Action

Same discussion and result as the no action alternative for the period that action is deferred.

3. Rehabilitate Existing Buildings

The existing parcel could be left unchanged and the existing buildings rehabilitated. The result would be the retention of old buildings, preservation of the existing block and streets, continuation of the same density and type of use, minimum of change. The disadvantages are that the buildings are not suited for rehabilitation, would be very costly to rehabilitate, and the rehabilitation costs could not be fully recovered. Private capital could not be attracted for rehabilitation.

4. Different Land Use

A different land use for the existing parcel (without street relocations) or new parcel (with street relocations) could be adopted. Possible alternate land uses include:

1. Open Space — leave the site vacant.
2. Mini-park - a small park could be developed on the site.
3. Institutional - a public building could be built on the site.

The above three uses are permitted uses for Parcel C-7 under the urban renewal plan. Open space/park use would have less adverse impact than the proposed use. Other sites in the City have been determined to have a higher priority for such uses, are better suited sites for such uses, and would have a greater benefit to more people.

4. Parking - a small parking lot or parking garage could be built on the site.

Such use would increase parking capacity in the downtown core. The site is not well suited for parking due to its small size. Such use would have more negative impact than the proposed use, and less economic and social benefits, and violates the Plan.

5. Smaller Building

A smaller office/commercial building could be built on the site (fewer stories or smaller floors). The benefits would be less negative impact due to the lower density and fewer people accommodated. The reduction would be offset by lower economic benefits of a smaller building. A much smaller building would be making sub-optimum use of the site and would not be attractive for private development.

6. Larger Building

A larger office/commercial building could be built on the site (higher building). The benefits would be the accommodation of more people in a quality working environment and higher economic benefits. A larger building could exceed floor area ratio restrictions for the site. Negative impact would be slightly greater than those for the proposed use. A much larger building would be out of scale for the size and surroundings of the site.

7. Comparison of Alternatives

A comparison of the alternatives with the proposed project is given in Table III. The No Action, Defer Action, Rehab Buildings, and Parking Facility alternatives, on balance, are less desirable than the proposed project in that they have less benefits and more adverse environmental impacts. The Public Buiding, Smaller Building, and Larger Building alternatives, on balance, are not significantly different from the proposed action with respect to environmental impacts. The Open Space/Mini Park alternative, would by its nature, have less negative environmental impact in ter of municipal services and air quality but would not have the positive impacts of significantly increasing the annual tax revenues to the city and of creating additional construction employment. In additio this alternative decreases the potential for businesses to remain in the city, thus increasing the potential for movement to the suburbs with its attendent increase in the use of auto transportatio and suburban land.

The project includes a mini park/pedestrian mall which enhance

TABLE II

COMPARISONS OF ALTERNATIVES WITH PROPOSED PROJECT

Environmental Element	No Action	Defor Action	Rehab Building	Open/ Park	Public Building	Parking Facility	Smaller Building	Larg Build
Social Benefits	-	-	-	0	0	-	0	0
Economic Benefits	-	-	-	-	-	-	-	+
Neighborhood	-	-	-	0	0	-	0	0
Land Use	-	-	-	0	0	-	0	0
Urban Renewal Plan	-	-	-	0	0	-	0	0
Public Transportation	+	+	+	+	0	-	0	0
Vehicle Traffic	+	+	0	+	0	-	0	0
Visual	-	-	-	+	0	-	0	0
Air Quality	0	0	0	+	0	-	0	-
Water Quality	0	0	0	+	0	0	0	0
Noise	0	0	0	+	0	-	0	0
Municipal Services	0	0	0	+	0	0	0	0

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0 . Impact on environmental element not significantly different from that of proposed action.

+ Impact on environmental element considered more desirable (more benefits, less adverse impacts) thant that of proposed action.

- Impact on environmental element considered less desirable (less benefits, more adverse impacts) than that of proposed action.

Environmental Provisions

Provisions to reduce potentially adverse environmental impacts and to enhance environmental quality have been discussed in Section H.

Known Views of the Project

There is no known opposition to the project on the part of any individual, group, body, or any public, private, or citizen organization, and no opposition is anticipated.

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